

Adopted at Meeting of 9/23/65

RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY THAT THE SOUTH END
PROJECT AREA IS AN ELIGIBLE URBAN RENEWAL AREA UNDER FEDERAL AND
STATE LAW

WHEREAS, the Boston Redevelopment Authority (hereinafter called the "Authority") is a public body corporate and politic duly organized and existing under Chapter 121 of the Massachusetts General Laws and having its usual place of business in the City of Boston, Massachusetts;

WHEREAS, the Authority, with financial assistance provided under Title I of the Housing Act of 1949, as amended, by the Housing and Home Finance Agency, has undertaken and conducted surveys, studies and inspections of an area in the City of Boston known as the South End Urban Renewal Project Area and described in Exhibit A, which is attached hereto and made a part hereof (hereinafter called the "Project Area") in connection with the preparation of an Urban Renewal Plan therefor;

WHEREAS, there was submitted to the Authority at its meeting on June 10, 1965, an Application to the Federal Authorities for Loan and Grant, which included a Project Area Report, referred to as Code No. R-212, describing the surveys and studies undertaken, the criteria used to determine the condition of structures, the character, physical conditions, and uses of land and structures in the Project Area;

WHEREAS, there was submitted to the Authority at its meeting on July 29, 1965 a memorandum entitled "Findings Relative to Eligibility of the South End Urban Renewal Area";

WHEREAS, the Authority has considered and reviewed the evidence and findings contained in the Project Area Report, the memorandum of July 29, 1965, and other evidence and opinions as to the character and conditions of the Project Area submitted by members of the Authority's staff;

NOW, THEREFORE, it is hereby RESOLVED:

- (1) That the Authority does hereby find and determine that

the character and conditions of the Project Area as described in the Project Area Report and the memorandum of July 29, 1965 do exist;

(2) That the Authority does hereby find and determine that the Project Area is at present a blighted, deteriorated and/or deteriorating area in that sixty-seven percent of the 4,845 buildings in the Project Area contain building deficiencies; that eighty-two percent of the 4,845 buildings are residential dwellings of which seventy percent have building deficiencies; that fifty-five percent of the housing units in the Project Area can be classified as dilapidated or deteriorating, fifty percent of such units lacking proper toilets, bathing facilities or hot and cold running water; that sixteen percent of the buildings contain extensive minor defects which, taken collectively, are causing certain buildings to have a deteriorating effect on the surrounding area; that there are deteriorating conditions in sixty-seven percent of the buildings due to defects not correctable by normal maintenance; that eighteen percent of the buildings contain defects to a point warranting clearance; and that twenty-five percent of the buildings are antiquated or obsolete.

That the Authority does further find that the Project Area contains more than two environmental deficiencies in that forty-three percent of the buildings are located on insufficient sites; that there exist detrimental land uses or conditions, including incompatible uses, structures in mixed use, sixteen percent of the residential buildings containing commercial uses, and adverse influences from noise, smoke or fumes, that unsafe, congested and poorly designed streets exist, twenty-eight percent of the Project Area streets being obsolete by length, and that inadequate public utilities, community facilities and absence of public park space are prevalent which contribute to unsatisfactory living conditions, and economic decline;

(3) That the Authority does hereby find and determine that the Project Area is at present a substandard area, wherein dwellings predominate, which, by reason of dilapidation, overcrowding, faulty arrangement or design, lack of ventilation, light or sanitation facilities, and a combination of these factors, are detrimental to safety, health, welfare and sound growth of the community;

(4) That the Authority does hereby find and determine that the Project Area is at present a decadent area in that it is an area which is detrimental to the safety, health, welfare and sound growth of the community because of the aforementioned buildings which are out of repair, physically deteriorated, unfit for human habitation, obsolete, in need of major maintenance or repair, because five percent of the buildings have been taken for nonpayment of taxes, because eighteen percent of the buildings have been torn down and not replaced and probably under existing conditions will not be replaced because of a substantial change in business and economic conditions, inadequate light, air and open space, excessive land coverage, and because diversity of ownership, irregular lot sizes, and obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise;

(5) That the Authority does hereby further find and determine that the several buildings and environmental deficiencies found by the Authority to exist in the Project Area are present to a reasonable degree throughout the Project Area in such manner as to warrant including the entire Project Area as part of the South End Urban Renewal Project; and

(6) That the Authority does hereby further find and determine that the Project Area is an eligible urban renewal area.

EXHIBIT A

That certain tract of land, referred to as the South End Renewal Area, situated in the City of Boston, County of Suffolk, and Commonwealth of Massachusetts, and bounded generally as follows:

Beginning at the intersection of the extended westerly side line of Walpole Street with the southerly side line of the right of way of the New York, New Haven and Hartford Railroad Company.

Thence running in a northeasterly direction to a point which is the intersection of the southerly side line of said right of way with the extended northerly sideline of Buckingham Street;

Thence turning and running in an easterly direction along the northerly sideline of Buckingham Street to a point which is the intersection of the northerly side line of Buckingham Street with the extended southerly side line of the right of way of the New York, New Haven and Hartford Railroad Company;

Thence running in an easterly direction along the southerly side line of said right of way to a point which is the intersection of the southerly side line of said right of way with the centerline of Washington Street;

Thence turning and running in a southerly direction to a point which is on the centerline of Dover Street;

Thence turning and running by the centerline of Dover Street to the easterly side line of Albany Street;

Thence turning and running in a southerly direction along the easterly side of Albany Street to a point which is the intersection of the easterly side of Albany Street with the extended southerly side line of Randolph Street;

Thence turning and running in a southeasterly direction to the northerly side line of the right of way of the John F. Fitzgerald Expressway;

Thence running in a southwesterly direction along the northerly side line of the right of way of the John F. Fitzgerald Expressway to the easterly side of Massachusetts Avenue;

Thence turning and running in a northerly direction to the corner of Albany Street;

Thence turning and running in a southwesterly direction along the southerly side line of Albany Street to extended westerly side line of Northampton Street;

Thence turning and running in a northerly direction along the westerly side line of Northampton Street to the corner of Fellow Street;

Thence turning and running in a southwesterly direction along the southerly side line of Fellows Street to a point which is the intersection of the southerly side line of Fellows Street with extended westerly side line of East Lenox Street;

Thence turning and running in a northwesterly direction along the westerly side line of East Lenox Street to the corner of Harrison Avenue;

Thence turning and running in a southwesterly direction along the southerly side line of Harrison Avenue to a point which is the intersection of the southerly side line of Harrison Avenue with the extended Westerly side line of Thorndike Street;

Thence turning and running in a northwesterly direction along the westerly side line of Thorndike Street to the corner of Washington Street;

APPENDIX A

PROJECT AREA DESCRIPTION

Beginning at the intersection of the centerline of Washington Street and the extended centerline of Dover Street and running southeasterly by the extended centerline and centerline of Dover Street to the northwesterly sideline of the Fitzgerald Expressway;

thence turning and running southwesterly and westerly by the northwesterly and northerly sidelines and the extended northerly sideline of the Fitzgerald and Southeast Expressways to the southwesterly sideline of Southampton Street;

thence turning and running westerly by the southerly sideline of Southampton Street to the easterly sideline of Reading Street;

thence turning and running southerly by the easterly sideline of Reading Street to the northerly sideline of Island Street;

thence turning and running westerly by the northerly sideline and extended northerly sideline of Island Street to a point of intersection between the extended northerly sideline of Island Street and the extended northwesterly sideline of Chadwick Street;

thence turning and running southwesterly by the extended northwesterly sideline and the northwesterly sideline of Chadwick Street to the southwesterly sideline of Carlow Street;

thence turning and running northwesterly by the southwesterly sideline of Carlow Street to the boundary between Parcel 2129 at No. 8 Carlow Street, and Parcel 2128 at No. 10 Carlow Street;

thence turning and running southwesterly by the southeast boundaries of Parcels 2128 at No. 10 Carlow Street, 2121 at No. 858 Albany Street, and 2120 at No. 858 Albany Street, rear, to the southwesterly boundary of Parcel 2120;

thence turning and running northwesterly by the southwest boundary of Parcel 2120 and the southwesterly sideline and extended southwesterly sideline of Aaron Place to the northwesterly sideline of Albany Street;

thence turning and running southwesterly by the northwesterly sideline of Albany Street to the southwesterly sideline of Hunneman Street;

thence turning and running northwesterly by the southwest sideline of Hunneman Street to the southeast sideline of Harrison Avenue;

thence turning and running southwesterly by the southeasterly sideline of Harrison Avenue to the extended southwesterly sideline of Treadwell Court;

thence turning and running northwesterly by the extended southwest sideline and southwest sideline of Treadwell Court to its end;

thence turning and running southwesterly on a line connecting the end of the southwest sideline of Treadwell Court to the end of the northeast sideline of Lamar Place;

thence turning and running northwesterly by the northeast sideline of Lamar Place to the southeast sideline of Washington Street;

thence turning and running southwesterly by the southeast sideline of Washington Street to the extended southwest sideline of Sterling Street;

thence turning and running northwesterly by the extended southwest sideline and southwest sideline of Sterling Street to the southeast sideline of Warwick Street;

thence turning and running southwesterly by the southeast sideline of Warwick Street to the extended southwest sideline of Cabot Place;

thence turning and running northwesterly by the extended southwest sideline and southwest sideline of Cabot Place to the southeast sideline of Cabot Street;

thence turning and running southwesterly by the southeast sideline of Cabot Street to the southwest sideline of Weston Street;

thence turning and running northwesterly by the southwest sideline of Weston Street to the southeast sideline of Columbus Avenue;

thence turning and running southwesterly by the southeast sideline of Columbus Avenue to the extended northeast sideline of Ruggles Street;

thence turning and running northwesterly by the extended northeast sideline and northeast sideline of Ruggles Street to the point of intersection of the extended northeast sideline of Ruggles Street and the midline of the right-of-way of the mainline of the New York, New Haven, and Hartford Railroad;

thence turning and running northeasterly by the midline of the right-of-way of the mainline of the New York, New Haven, and Hartford Railroad to the midline of Dartmouth Street;

thence turning and running northerly to the point of intersection with the midline of Dartmouth Street and the southwesterly sideline of the right-of-way of the Boston and Albany Railroad;

thence turning and running southeasterly by the southwesterly sideline of the right-of-way of the Boston and Albany Railroad to the point of intersection with the midline of Washington Street;

thence turning and running southwesterly along the midline of Washington Street to the point of beginning.

